

The Hongkong Telegraph.

(ESTABLISHED 1881)

NEW SERIES No. 8043

三十月十年元統宣

THURSDAY, NOVEMBER 25, 1909.

四拜禮

號五廿月一十英港香

\$16 PER ANNUM
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—
Sterling \$1,500,000 at 1/2 = \$1,500,000
Silver \$1,500,000 at 1/2 = \$1,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Goss—Chairman.
H. M. Tomkins, Esq.—Deputy Chairman.
G. Balloch, Esq.
J. W. Bannock, Esq.
A. G. Barrett, Esq.
C. S. Gubbay, Esq.
C. R. Leesman, Esq.
Fr. Lieb, Esq.
A. Shellen, Esq.
R. Shaw, Esq.
H. A. Sles, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 23rd November, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,500,000
RESERVE FUND \$1,575,000
RESERVE LIABILITIES OF PROPRIETORS \$1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.

On Fixed Deposits for 12 months, 4 per Cent. per Annum.

WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 15,900,000

Head Office—YOKOHAMA

Branches and Agencies:
TOKIO, OHIO, TIENTSIN, KOREA, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On fixed deposits:
For 12 months, 4 per Cent. per Annum.

TAKAO TAKAMICHI,
Manager.
Hongkong, 12th September, 1909.

DEUTSCH ASIATISCHE BANK.

CAPITAL PAID-UP \$1,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handelsgesellschaft, Bank für Handel und Industrie, Robert Warshawsky & Co., Meidelssohn & Co., M. A. von Moltke & Soehne, Frankfurt, J. C. H. S. S. S. Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim jr. & Co., Köln, Bayerische Hypothek und Wechselbank, München.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KORN,
Manager.
Hongkong, 4th December, 1909.

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP GOLD \$5,500,000
ABOUT MEX \$7,333,333
RESERVE FUND GOLD \$5,500,000
ABOUT MEX \$7,333,333

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND CREDIT BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months, 4 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 3 months, 2 1/2 per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 18th April, 1908.

Intimations.

EXTRAORDINARY BARGAINS.

Come 'All! Don't miss this chance of getting such cheap things.

Everything reduced except the Regal Shoes.

Now is the chance to get things cheap!

At THE SAVOY,
13, Queen's Rd. Central.

Hongkong, 27th October, 1909.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.30 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 10 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 10 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS.
7.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 30 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.45 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 5.00 p.m. Every 15 minutes
6.00 p.m. to 7.00 p.m. Every 15 minutes
7.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS as on Week Days

SATURDAY.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATE named:—

FOR STEAMERS TO SAIL ON REMARKS

SHANGHAI { HIMALAYA About 26th Nov. } Freight and Passage.
Capt. L. E. S. Spicer

LONDON, &c., via usual Ports { ASSAYE Nono, 27th Nov. } See Special Advertisement.
Capt. Owen Jones, R.N.R.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES { NAMUR About 1st Dec. } Freight and Passage.
Capt. H. W. Kenrick, R.N.R.

SHANGHAI, MOJI, KOBE & SICILIA { About 4th Dec. } Freight and Passage.
Capt. C. H. Watkins, R.N.R.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co's Office, Hongkong, 24th November, 1909.

Intimations.

LANE, CRAWFORD & CO.

TELEPHONE 97.

JUST RECEIVED.

NEW STOCK OF
"WALK OVER"
BOOTS

IN
BLACK, BROWN,
AND
PATENT LEATHERS.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO.

KUPPER'S PILSENER

BEER

THE LEADING BEER IN THE FAR

EAST.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 11th October, 1909.

Hotels.

FEATHER-GRAND BOXING CONTESTS CHAMPION-WEIGHT

KING'S BIRTHDAY CELEBRATION SHIP

THURSDAY, 25th November, BELLE VIEW STADIUM

Accommodation for 2,000 SEATS \$4, 2 & 1 The Chinese "J. L." will make his debut

HONGKONG GARRISON NOTE THE TIME Commencing 2.30 p.m. sharp. Special Trains from P.O. every 5 mins. Drinks usual prices.

HOTEL CRAIGIEBURN.

LANE'S GAY, the Peak, near the TRAM TERMINUS Tel 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st Nov. 1909.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,305 Tons, "FATSHAN" 2,305 Tons, "KINSHAN" 1,995 Tons, "HUANGSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Samsui". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 28th NOVEMBER, 1909.

The Company's Steamship

"SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 2 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909

A. F. DAVIES,
Manager.

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL.

Telephone No. 924.

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE under exclusively European management has been opened at the above entirely rebuilt and modernized premises.

The latest sanitary improvements employed.

Strictest cleanliness all over the place.

Use only first class flour and other material.

The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for THE BAKERY AND CONFECTIONERY DEPARTMENT.

The long experience of both Gentlemen in up-to-date establishments on the Continent, is the best guarantee that only the best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, 20th September, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU,

Proprietor.

N. BLUMENTHAL,

Manager.

Telephone, 170

Telegram "Astor."

(14)

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST" Capt. O. Fahnke	WEDNESDAY, 1st Dec., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GEBEN" Capt. B. Walbelmi	About WEDNESDAY, 1st Dec.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	FRIDAY, 3rd Dec., Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About SATURDAY, 11th Dec.
KODAT and SANDAKAN	"BORNHO" Capt. F. Sembill	Middle of December.

For further particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th November, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIAN	Broc	6th Dec., P.M.
MARSHALLS, VIA PORTS	ERNEST SIMONS	Girard	7th Dec., at 1 P.M.
HANGHAI, KOBE, YOKOHAMA	OCEANIC	Seller	10th Dec., P.M.
MARSHALLS, VIA PORTS	TOKIN	Charbonnel	11th Dec., at 1 P.M.

Through Tickets to London via Paris from £27.10 up to £31.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

23rd November, 1909.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"
Capt. Maréchal (1900 tons 14 knots) Capt. Biennime

DEPARTURE:

From HONGKONG to the Co's Wharf near Wing Lok Street Every Night at 10 o'clock excepting Saturdays.
From CANTON (French Concession, Shameen) Every Evening at 5.15 excepting Sundays.

FARES: 1st CLASS \$5.00, 2nd CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier
CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

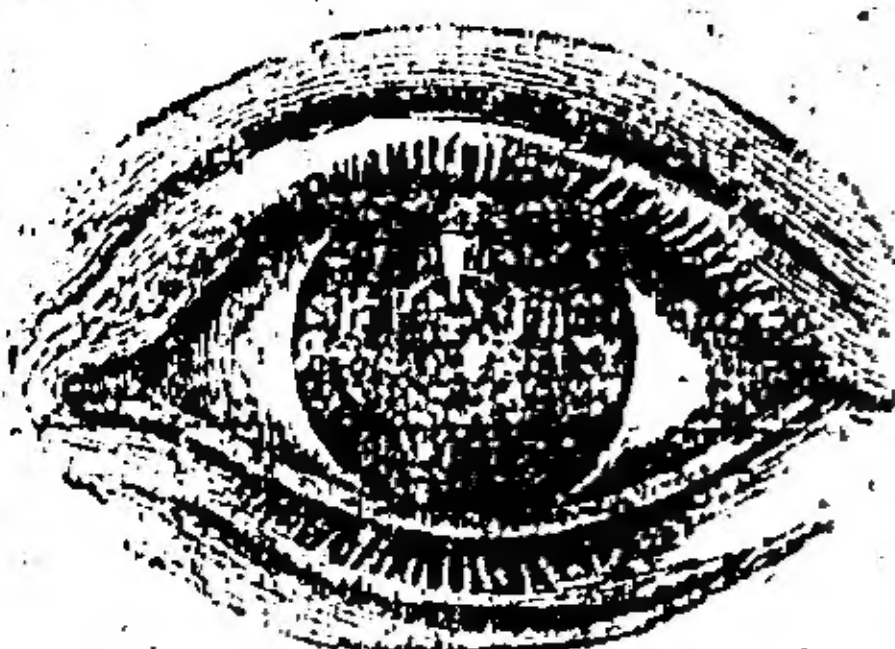
P. A. LAPICQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.50) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shameen at about 3 p.m.

Hongkong, 19th November, 1909.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL put your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for illustrated Booklet on "Defective Sight"—free.

LONDON,

CALCUTTA,

SHANGHAI,

John Street, Bedford Row, W.C.

59, Becham Street

66, Nanjing Road.

Wangchow,

12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length 515 ft.
Width of Entrance ... 80 ft.
Water on Blocks 28 ft.

NO. 2 DOCK.

Docking Length 375 ft.
Width of Entrance ... 50 ft.
Water on Blocks 26 ft.

NO. 3 DOCK.

(IN COURSE OF CONSTRUCTION.)

Docking Length 481 ft.
Width of Entrance ... 63 ft.
Water on Blocks 21.5 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Lieber, Scotts,

A. I. and Watkins.

Yokohama, April 25th, 1903.

JUST LANDED:

The well-known and famous brandy.

"Bisquit-Dubouche
& Co."

XXX Very Old Fine Per Bot. \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

4th Dec. 30th April, 1909.

REGRET

You will NEVER if you
VISIT

MOHIDEEN &
THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 1st August, 1900.

To Let

TO LET.

NO. 20 and 21, PRAYA, KENNEDY
TOWN, two extensive two-storied
semi-detached godowns, ground surface of
cement concrete.

No. 14, Praya, Kennedy Town, one extensive
two-storied godown.

All are in first class condition, suitable for
storing Rice, Flour, &c.

Rents moderate.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 8th November, 1909.

To Let.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL,
One Godown.

In No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31,
WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 18th November, 1909.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

OFFICES and ROOMS on the 2nd
Floor of No. 14, Des Vieux Road
Central (formerly occupied by Messrs. Shaw,
Tomes & Co.).

Apply to—

THE COMRADE DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also
NO. OFFICES at No. 2 PRIDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON

& Co., Ltd.

Hongkong, 19th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.

EXMOOR, CONDUIT ROAD,

No. 3 CLIFTON GARDENS, CONDUIT

ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RYTON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS, and No. 108, DES VUEX

ROAD next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

No. 10, DES VUEX ROAD, CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1909.

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

THE TWO COTTON SPINNING & WEAVING CO., LTD.

ANNUAL REPORT.

Report for presentation at the Fourteenth Ordinary Meeting of Shareholders to be held at the offices of the General Managers, on Friday, 26th November, 1909, at 11 a.m.

The General Managers submit a Statement of Accounts to 31st October, 1909, showing the result of twelve months' working to that date.

The Balance at Credit of Profit and Loss is Tls. 307,154.03, which it is proposed to deal with as follows:—

To pay a dividend of Tls. 11.00 per share on 15,000 Shares Tls. 165,000.00

To place to Reserve and Renewals

Account 30,000.00

To place to Equalization of

Dividend Account 100,000.00

To write off Furniture Account

1,263.38

To carry forward to new account

10,991.75

Tls. 307,154.03

During the year the sum of Tls. 22,603.49 has been expended on Special Repairs and Renewals, and the whole of the machinery is in excellent working order, numerous important additions having been made thereto.

CONSULTING COMMITTEE.
In accordance with Article XVII, the Members of the Consulting Committee retire, but all are eligible and offer themselves for re-election.

AUDITOR.
Mr. G. P. Wingrove has audited the Company's Accounts and his re-election to the position requires the confirmation of the Shareholders.

JARDINE, MATHESON & Co., LTD.,
General Managers.

Shanghai, 11th November, 1909.

STATEMENT OF ACCOUNTS FOR YEAR
ENDED 31ST OCTOBER, 1909.

BALANCE SHEET AT 31ST OCTOBER, 1909.

Dr.

Liabilities.

Tls. cds.

To Capital—Authorized 20,000,

shares at Tls. 50=Tls. 1,000,000

—subscribed 15,000 shares at

Tls. 50 750,000.00

Accounts payable 52,056.49

Uncollected Dividends 15,604.00

Repairs and Renewals 10,909.85

Equalization of Dividend Account

150,000.00

Profit and Loss 307,154.03

Tls. 1,885,053.37

Assets.

Cr.

Tls. cds.

By Property 139,438.25

Buildings 300,430.38

Plant and Machinery 307,620.54

Water Supply 4,220.81

Furniture 3,262.18

Mill Stores 27,360.07

Cotton Stock 64,948.81

Cotton and Yarn in Process 31,826.76

Yarn Stock 21,355.25

Waste in Stock 16,853.27

Unexpired Fire Insurance Premiums 928.77

Accounts Receivable 135,366.78

Jardine, Matheson & Co., Ltd. 166,000.00

Cash in Hand 5,443.50

Tls. 1,885,053.37

PROFIT AND LOSS ACCOUNT FOR YEAR
ENDED 31ST OCTOBER, 1909.

Dr.

Tls. cds.

To Rates and Tax 3,379.40

Fire Insurance 19,344.47

Interest 11,615.77

Directors' Fees 3,000.00

Auditor's Fees 250.00

Repairs and Renewals 7,604.40

General Managers' Commission on net profit 10% on Tls.

331,593.00 33,593.00

Balance 307,154.03

Tls. 385,057.37

Cr.

By Balance brought forward 8,820.33

Balance of Working Account 376,547.04

Transfer Fees 146.00

Tls. 385,057.37

Shanghai, 8th November, 1909.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 18 11/16

Do demand 18 1/2

Do 4 months' sight 18 15/16

France—Bank T.T. 7.17

America—Bank T.T. 2.21

Germany—Bank T.T. 7.63

India T.T. 1.83

Do demand 1.83

Shanghai—Bank T.T. 7.17

Singapore—Bank T.T. per H.K. 100 7.17

Japan—Bank T.T. 8.44

Java—Bank T.T. 10.44

Buying.

4 months' sight L.O. 1

Intimations.

Powell's

ALEXANDRA
BUILDINGS.FURNISHING DEPARTMENT
FIRST FLOOR BY LIFT FOR

OR CKERY

DINNER WARE

Best English China and
Earthenware, Smart Designs
in 54-70-108 Piece Sets
from \$15 to \$125 Per set.Our Stock Line, in all White,
is Worthy for Your Notice.
This we are offering in 54
Piece Sets at \$18.00 and 70
Piece Sets at \$27.50 or any
Separate Piece Sold.BREAKFAST AND
TEASETSFinest English China, Tasto-
fully Decorated in the Latest
Patterns 29 and 40 Piece
Sets from \$0.75 to \$45.Our Stock Line, in White and
Gold, is a Fine Thin China,
Fit for any Home. 40 Piece
Sets \$8.25 or any Separate
Piece Sold.

TOILET WARE

New Consignment of our well
known White and Gold
Quality at \$7.50 per set.
Breakages Replaced from
Stock.

ALSO

"Scipio" Art Design in Ce-
leste Blue, Orange, Bronze
Green and Crushed Straw-
berry Colourings Bright
Lustrous Shades.POWELL'S
ALEXANDRA
BUILDINGS.

and

28, Queen's Road.

Hongkong, 25th November, 1909.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from The Registrar, Supreme Court,
to sell byPUBLIC AUCTION,
TO-MORROW (FRIDAY),
the 26th November, 1909, at 11 A.M.,
THE GOODS AND CHATELAINS
of G. Bartolomeo of Chater Road,
Comprising:—A QUANTITY OF CONFECTIONERY, GLASS
SH W CASES, MARBLE-TOP TABLES,
CHAIRS, GLASS AND E.P. WARE, ELEC-
TRIC FANS, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 25th November, 1909. [759]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell byPUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
onSATURDAY,
the 27th November, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
SUNDY VALUABLE
HOUSEHOLD FURNITURE,
Comprising:—SILK TAPESTRY COVERED DRAW-
ING ROOM SUITE, TEAKWOOD OVER-
MANTELS with BEVELLED GLASS,
BOOKCASES, TEAKWOOD SIDE-
BOARDS and DINNER WAGGONS with
BEVELLED GLASS, WARDROBES with
BEVELLED GLASS, MARBLE-TOP
DRESSING TABLE and WASHSTAND
with BEVELLED GLASS, HATSTANDS,
Double and Single BRASS-MOUNTED
BED-HEADS with WIRE and RATTAN
MATTRESS, CARPETS, GLASS, CROCK-
ERY and E.P. WARE, CANTON CAR-
VED BLACKWOOD WARE, BRASS and
IRON FENDERS, COOKINGSTOVE and
UTENSILS;ALSO
One COTTAGE PIANO.
Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 23rd November, 1909. [793]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received
instructions to sell byPUBLIC AUCTION,
on
THURSDAY,
the 2nd day of December, 1909, at 3 o'clock
in the afternoon, at his Sales Rooms, in
Doddell Street, Victoria, Hongkong,
THE FOLLOWING
VERY VALUABLE LEASEHOLD AND
RECLAMATION PROPERTIES
IN FOUR LOTS.

The Properties consist of:—

LOT 1.—All that Piece or Parcel of Ground
situate at Victoria in the Colony of Hong-
kong and known and registered in the
Land Office as Section B of Marine Lot
No. 14 together with the message erec-
tions and buildings thereon known as No.
80 B in Strand area 1,680 square feet
Term 99 years. Annual Crown rent
\$30.19.LOT 2.—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Sub-
section 4 of Section B of Marine Lot No.
6 together with the message erec-
tions and buildings thereon known as No. 6
B in Strand. Term 99 years. Annual
Crown Rent \$600.LOT 3.—All that Piece or Parcel of Ground
situate in the Dependency of Kowloon
and Colony of Hongkong and known and
registered in the Land Office as Sub-
section 2 of Section A of Kowloon Island
Lot No. 713 together with the message
erec-
tions and buildings thereon known as
No. 384 Shinghai Street. Area 1082 square
feet. Term 75 years. Annual Crown
rent \$7.50.LOT 4.—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Sub-
section 1 of Praya Reclamation to the Re-
maining Portion of Marine Lot 374 (held
under and upon the terms and conditions
of two several Agreements relating to the
Reclamation in front of Marine Lot No.
374 Remaining Portion dated respectively
the 5th October 1899 and the 9th June
1899 and respectively made between Bruce
Shepherd Acting for and on behalf of the
then Governor of Hongkong of the one
part and Tsun Tak Tong of the other
part and between the said Tsun Tak
Tong of the one part and His Excellency
Sir Henry Arthur Blake, G.C.M.G.,
Governor and Commander-in-Chief of
the said Colony of Hongkong and its
Dependencies and Vice-Admiral of the
same of the other part; by the first of which
Agreements the Governor agreed to grant
to the said Tsun Tak Tong his executors
administrators and assigns a Crown Lease
of the said premises for the term of 999
years upon the terms and subject to the
conditions in the said Agreement mentioned
and by the second of which Agreements in
consideration of the Governor letting the
said Tsun Tak Tong into possession of the
said premises the said Tsun Tak Tong
agreed (inter alia) to pay to the Governor
the annual Crown rent of \$70.00 together
with the message erec-
tions and buildings
whereon known as No. 52 Connaught Road
West and No. 1 Des Voeux Road West
Area 791 square feet. Proportion of
Annual Crown rent \$15.50.For further particulars and conditions of
sale, apply to—Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendor,
or toMr. GEO. P. LAMBERT,
The Auctioneer.

Hongkong, 19th November, 1909. [771]

THE "LA SEYNE" DISASTER.

LATEST DETAILS.

It is a melancholy satisfaction that out of the tragedy of the *Rhio Straits*, there emerge, as the details become more widely known, accounts of many acts of heroism on the part of those who were so suddenly called upon to fight for their lives, says the *Singapore Free Press* of the 16th inst. The action of Glendinning, the sailor, who in a water infested by sharks, called out to his rescuers to save others before they rescued him, the brave attempt of Maxwell to save the life of a lady passenger thwarted, unhappily by the action of some Malays who tried to cling on to him, and many other acts which have not come to light but undoubtedly occurred, bring consolation to some extent for the grief caused by the disaster. Maxwell barely saved his life as he was scrambling on to a raft at the moment when a shark snapped at and gashed his leg. Glendinning, when pulled on board the boat aided materially in the work of rescue, and Mr. Adam of the *Onida* jumped into the water and saved a Chinaman who had nearly gone down. Of the saved it appears that Muller, Bolton, Glendinning and Saliba are British seamen, the two unaccounted for being named D. Driscoll and G. Craig. Mr. Habb who was lost was a Persian diamond merchant residing in Paris. Mr. Dreyfus who was saved is the well known local agent of Pathe Freres. Mr. Tolson was a Parisian actor, as was Mr. Delacroix, who unfortunately lost his life. Madame Saint Ange, Mlle Desjolis and Mlle Balthy, we have as yet been unable to trace, but Baron and Baroness de Bolesky were, we understand, Austrian nobilities who were touring in Java and the East. Mr. Maxwell, was, as stated yesterday, the son of an engineer and sugar machinery manufacturer of London, Mr. D. W. F. Maxwell.

During yesterday certain statements were made in the Master Attendant's Office, Capt. Dagge, it is understood reducing to writing certain matters in connection with the occurrence. The Captain, whose promptness and decision with that of his officers and crew contributed to the saving of so many lives, is deeply affected by the sad accident.

THE R.V. ONIDA IN DRY-DOCK.

A considerable number of persons assembled early yesterday morning at the Victoria Dock to see the steamer *Onida* enter, and to view the damage she had sustained. The *Onida* is a large freight steamer of some 6,000 tons and judging by the tremendous hole made in her bows she undoubtedly collided with terrific force. She has been stuck just below the main deck and the gap extends some 15 to 20 feet from the stem. Standing with your face to the steamer the mouth fairly gapes and represents nothing so much as a large shark's waiting to demolish something or somebody. The plates are all buckled and crumpled up like so much brown paper, and it is hardly credible to imagine, unless one is familiar with marine collisions, what destruction can be wrought in two minutes which will take two months to repair. The *Onida* before she is ready for sea again will want practically new bows, as her stem has been broken in two places, and the force of the impact has driven the whole of the plates over to the port-side for about seven feet. It may be stated briefly that some 20 to 30 feet of the bow have been injured and the cost of repairing same must necessarily run into several thousands of pounds and lay the vessel up in dock for weeks.

Examining this great figure it is curious to note that lying within the aperture are some of the deck plates of the *La Seyne* which were wrenched off when after the ships met, the *Onida* backed out and dragged them with her. Fortunately for the British India steamer she is provided with efficient watertight bulkhead compartments, so that when a hole was driven into her just about the sixth foot draught mark, she suffered nothing more than the inconvenience of this filling and was enabled to steam back to port without undue anxiety. The spot where she has suffered injury is about the best that could be selected, for had she struck further along, or amidships itself, the chances are she might have sunk along with the French steamer. The work in hand will be arduous, as where the stem joins the keel it will entail a large amount of splicing and though she was "flying light" at the time of the collision there may probably be a good deal of interior work to be done above the gap itself that the casual observer from the shore knows nothing about.

WHARF-SIDE STORIES.

The main topic of conversation along the wharves, yesterday, was the disastrous collision and many theories, suppositions, and ideas were forthcoming as to how the calamity occurred. These, of course, are merely to be taken for what they are worth, and at this juncture the circumstances could not be expressed in a newspaper. It is an agreed point, however, that where the wrecked *La Seyne* is now lying in about 15 fathoms in *Rhio Straits* she is a danger to navigation and the spot must immediately be buoyed or else the wreck blown up.

Many stories and incidents are abroad concerning the *La Seyne*, but no report has yet come to hand of the man who was luckily compelled not to sail from Batavia but he, no doubt, will be heard of later on. It will be remembered that mention some time ago was made of the *La Seyne* having slipped her anchor and that this emblem of hope, after two days search, could not be found. Superstitious folk are now to the fore, who declare that the loss of her anchor was the forerunner of the present calamity. Strange to say, the lost anchor has since come to light and orders were given to slip it to Saigon by the M. M. steamer *Tonkin* which left yesterday.

Fatetic indeed are other incidents in connection with the steamer's arrival at the Doree Wharf. About ten o'clock on Sunday morning a small crowd was walking up and down wondering why the steamer had not appeared. One excited man was asked what he

expected anyone. "Yes," he replied, "I am expecting my wife, has anything happened?" "The steamer is disabled," replied an official, not wishing to break the terrible news too suddenly. Time went on, when the facts had to be disclosed and the bereaved husband sank down utterly overcome by the news.

Another incident is related of a Jewish merchant, who had \$50,000 worth of goods on the steamer and was anxiously expecting her arrival. When he was told of the wreck he utterly refused to credit it, but when he realized that such was the case he wrung his hands and raved up and down as one demented.

LATEST INFORMATION.

Enquiries made late last night show that prompt action has been taken in at least one quarter to try and minimise the danger to navigation. Every report on the occurrence agrees that the wreck is right in the track customarily taken by shipping from Batavia, and it is a serious menace to navigation. The Harbour Master of *Rhio*, Mr. Van Schrieven, was on board the *Laurens Pit* yesterday when the wreck was sighted. He knew nothing of the occurrence at the time but sighting the *Schiff Bahru*, some little while later, he had her signalled and instructed the Captain to take one of his own red lights and another red light with which he supplied him, to the lighthouse keeper at *Pulo Sau* with strict instructions to point them on the main of the *La Seyne*, and light them each evening at six o'clock. It will thus be seen that at any rate the wreck is temporarily lighted.

Considerable anxiety was felt last night as to one of the *Pakelvaart* boats which was due to arrive in port between midnight and morning. There had of course been no chance of warning her, and it was felt she was in considerable danger of hitting the wreck; her arrival this morning will be anxiously awaited.

The *Laurens Pit* reports picking a lot of wreckage passengers' luggage etc. in Lat. 0.55 N. Long 104.30 E.

Captain Hulcher of the *Trigonia* which came up from *Balik Papan* also reports on the wreck as follows. Steamer sunk in *Rhio Straits*. Position bears lighthouse of *Pulo Sau* N. 36 W. true about 200 yards West from the lights of *Pulo Trendjank* in line. Position of wreck east and west, head east. Foremast broken down. At low water foremost about ten feet. Very dangerous for passing at night.

The Master Attendant, Commander Radcliffe, R.N., has issued the following Notice to Master Mariners:—

Master Attendant's Office,

Singapore, 15th November, 1909.

NOTICE TO MARINERS.

Rhio Straits—Dangerous Wreck.
The sunken steamer *La Seyne* lies in the following approximate position.

Pulo Sau Lighthouse, N. 32 deg. W. (Magnetic) distant two and three-tenths miles.
Latitude 1 deg. 01 min. 30 sec. N.
Longitude 104 deg. 12 min. 10 sec. E.

The vessel lies about 200 yards westward of the line of leading lights on *Pulo Sau* and at L. W. O. S. T. the foremost shows about 4 feet and the mainmast about 18 feet above the surface.
Great caution is necessary.

OPIUM SUPPRESSION.

INDIAN IMPORTS INTO CHINA.

The members of the *Wai Wo-pu* called on the British Minister the other day and urged that the importation of Indian opium into China be reduced in accordance with the understanding between the two countries. Sir John Jordan replied that Great Britain was the first country to support the opium suppression movement in China and that he himself also did his best to help it on. He agreed that the importation of Indian opium ought to be reduced but said that unless the Chinese Government would at the same time carry out its promise to stop the growing of the poppy in China it would be detrimental to the interests of Great Britain and India and contrary to the principles of justice and equity to prohibit the importation of Indian opium. He therefore asked that the Chinese Government should strictly enforce the order forbidding the growing of native opium and promised that if that were done he would see that the importation of Indian opium was gradually reduced. H.E. Na Tung consented and will, it is said, consult with the Opium Commissioners in the matter.—*Shanghai Times*.

CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

RETIREMENT OF CHIEF MANAGER.

The retirement of Mr. Caleb Lewis from the position of manager of the Chartered Bank of India, Australia, and China was recently the trifling occasion of a presentation to him of a marble and ornate clock; with bronze figures—reproduced from the antique, and bronze side ornaments; gold lever watch and chain; also silver loving cup on plinth, each bearing the inscription:—

"Presented to Caleb Lewis, Esq., by the members of the home and foreign staff of the Chartered Bank of India, Australia and China, as a mark of affection and esteem on his retirement from the position of manager after more than 40 years' service in the bank.—22nd October, 1909."

In the absence of Mr. T. H. Whitehead, the presentation was made to Mr. Lewis by Mr. Thomas Fraser, presiding at a large gathering of the home staff. Mr. Fraser expressed in appropriate terms the feeling of sincere regret shared by the members of the staff at home and abroad on Mr. Lewis's retirement from the service of the bank, to which Mr. Lewis made a very feeling reply.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the *great* fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION

have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.
Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1908. [144]

OSMAN &
CASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909. [75]

YUEN HING,
No. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL
Dresses
in all kinds of hand-made
DRAWN and EMBROIDERY CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.,
all of the best quality.
Hongkong, 15th August, 1909. [791]D. NOMA,
PROFESSIONAL TATTOOERAND
THE EXPERT REMOVER OF TATTOO
MARKS.
No. 60, QUEEN'S ROAD, CENTRAL.PATRONISED BY Prince of Wales, the
H. R. H. The Duke of York, and
H. R. H. The Emperor of Russia, and having
4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minutiae is a speciality.
Hongkong, 1st September, 1904. [75]

Consignees.

S.S. "TOKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNERS of Cargo from London ex *S.S. Maripha* and *Cordoba*, and from Bordeaux ex *S.S. P. Leroy Lallier*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned if Goods remained unclaimed after MONDAY, the 9th November, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th November or they will not be recognized.

All damaged packages will be examined on MONDAY, the 19th November, at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Agent.
Hongkong, 22nd November, 1909. [9]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 25th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 23rd November, 1909. [785]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of November, at 9.30 A.M.

All Claims must reach us before the 1st of December, 1909, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.
MELOERS & Co.,
General Agents.
Hongkong, 20th November, 1909. [16]

FROM EUROPE.

THE H. A. L. Steamship

"SENEGAMBIA,"

Captain Eckhorn, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained after 28th inst. Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd November, 1909. [784]

FROM EUROPE.

THE H. A. L. Steamship

"VANDALIA,"

Captain Kierberg, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained after 28th inst. Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd November, 1909. [784]

Intimation.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED A.D. 1841.

**AERATED WATER
MANUFACTURERS.**

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

**A. S. WATSON & CO.,
LIMITED.**

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 25, 1909.

"LO, THE POOR INDIAN"

If anybody should know anything about the Indians, it should be Colonel Bruce, the Captain Superintendent of Police in Shanghai. He was specially selected because of his wide knowledge of the habits, customs and wishes of the average Indian who decides to cross the sea and so far as we know since his appointment he has not lost his reputation as a diplomatic organiser. But lately the tales have been against him. America has become the El Dorado again and the Indian members of the police force have been enquiring—how may we use the word—with the object of getting their dismissal so that they may proceed to the land of honey and ice-cream. The tales of the fabulous wealth garnered by their friends in the land of the golden eagle have so excited their cupidity that they would almost lose their freedom in order to gain the freedom of the United States. At all events, several of those who have initiated and shown rank insubordination have been sent to gaol and thence to their native habitat. In parenthesis, we wonder how many of these disappointed millionaires have been responsible for the unrest in India? So far as we in Hongkong are concerned the type of Indian policeman whom we now meet is admirable. His penchant to lord it over the humble ricksha coolies or the arrogant chair bearer may be regarded as a foible but otherwise his manners have materially improved. His kin, the money-lenders, those sharks of the impotent poor, are no longer regarded as of his blood—at least, so we are told. The truth is that the general appearance, demeanour and address of the Sikh constable in Hongkong to-day is far and away ahead of what it was even a couple of years ago, when he had occasion to write against them. What is it in Shanghai according to Colonel Bruce, and we are quoting from his official report to the Municipal Council of the Settlement?—The misbehaviour of certain Indians, who are unfortunately British

subjects, is becoming a somewhat serious question in China. Not only in Shanghai but also in other ports complaints may be heard that the conditions under which Indians are allowed to quit their native land and to come to China are unsatisfactory and require alteration. So serious is this question, so far as it concerns the police force in Shanghai, that the employment of Sikhs in the S.M.P. may necessitate inquiry as to the possibility of selecting an altogether different class of Indian recruit. The whole crux of this question lies in the fact that many natives of India are completely thrown off their balance mentally and morally on arrival in China by the, to them, extraordinary conditions in which they find themselves. Deprived of the controlling influence which their home environment supplies in the shape of native public opinion, and freed from the wholesome guidance which their religious authorities exert very strongly, these men find themselves let loose to not only use, but abuse, the ordinary freedom of action of a decently brought-up European, and this because unfortunately for themselves and this community they are allowed a latitude such as Orientals brought up under the conditions these Indians have been cannot stand. In other words, we take it, the Sikh who formerly worked for a few annas a day and is now earning a dollar a day, has lost his financial perspective. In the words of the American he fancies he is "it." We quote again from Colonel Bruce's report: So far as concerns the S.M.P. and the bad characters to whom reference has been made above, the immediate trouble may be put down to reports of the Eastern Pacific coast at the present time. To endeavour to free themselves from their just and legal contract with the Municipal Council has therefore been the main object of these Sikhs. It is useless to try and place before such men the fraudulent nature of their actions, or to attempt treason with them. Men of this kind are lost to all sense of decency and can only be controlled by a disciplinary code, which, while absolutely just, is severe, and able rapidly to be enforced. And there the gallant Colonel ends. No solution, no suggestion, no proposal for a middle course. Might we be allowed to submit an idea on the subject? In various places in the East, notably in first-class tailoring establishments, Indians are engaged as—we do not know the exact term—workmen. They are brought from India under indenture. They live and have their being together—some as the police. They receive enough money to keep them in the smaller luxuries required over and above their "chow." They receive medical aid, no doubt, spiritual attendance without cost. At the end of their term they are returned to India and the balance of the money earned by them is handed to them immediately on arrival. That system prevails and is extremely popular in Bangkok. Is it possible that such a scheme would work in Shanghai as well as in Hongkong? Private firms find it handy; why not the Government? Then there would be little or no talk of fabled Aladdin.

LOCAL AND GENERAL.

"THE full report of to-day's Interport match, which resulted in a victory for Hongkong by two runs and ten wickets, will be found on page 7.

For want of space a report of the tennis matches played this afternoon is unavoidably held over.

The first woman to drive an aeroplane successfully is the Baroness de la Roche, who piloted her own aeroplane in a four-mile flight over the French camp at Oshon.

It is stated that President Liang Tzu-yen of the Waiwup, will return to Canton on leave to repair his ancestral graves, and that Vice-President Wang Ta-hsieh, of the Yuch'ansu, will probably succeed him.

The Grand Council has decided to appoint Commissioners of Foreign Affairs for the Chihli, Kiangsu, Fukien, Kuangtung, and Hupoh provinces and a memorial will shortly be presented to the Throne asking for its sanction for the proposal.

The Minister to Belgium has lately recommended to the Throne, through the Waiwup, several engineering men skilled in ship-building and the manufacture of arms and a Rescript has been received approving the recognition of such talents.

GENERAL Sir J. French, G.C.B., K.C.M.G., etc., Brigadier-General D. Henderson, G.B., D.S.O., and Lieutenant the Hon. M. V. B. Brett are passengers to Hongkong by the P. & O. S. *Modian*, from Marseilles, Nov. 26, trans-shipping at Colombo to the *Mantua*.

The marriage arranged between Mr. F. S. G. Piggott, Royal Engineers, elder son of Sir Francis Piggott, Chief Justice of Hongkong, and of Little Woolpit, Eborac, Surrey, and Juana, daughter of Mr. W. James Smith, of Gibraltar and Villa Vidi, Algeria, will take place at the Cathedral, Gibraltar, on Dec. 11.

Mr. Fletcher S. Brockman, of Shanghai, general secretary of the general committee of the Y.M.C.A. of China and Korea, well known in Hongkong and particularly well versed in the life and thought of the New China, will give a series of addresses at the Chinese Y.M.C.A. on moral and religious subjects from the 28th November, Friday, Saturday and Sunday at 8 o'clock.

KING EDWARD'S BIRTHDAY.

NOTABLE CELEBRATIONS IN HONGKONG.

STATUES OF THE QUEEN AND PRINCESS OF WALES
UNVEILED.

GOVERNOR REVIEWS THE NAVAL BRIGADE.

INVITED GUESTS TO THE STATE BALL.

To-day, the official celebrations in honour of His Majesty the King were carried out in a manner which afforded the residents of this distant appanage of the British Empire an opportunity of giving full and abundant expression to their feelings of loyalty to Edward the Seventh. The occasion was unique in the annals of Hongkong for not only was the natal day recognised by the community but statues of Queen Alexandra—presented by the subscribers to the Coronation Fund—and of the Princess of Wales—presented by Mr. H. N. Mody—were unveiled by His Excellency Sir Frederick Lugard. An additional feature of the day's proceedings was the review of the naval brigade and the inspection of the new Admiralty dockyard. It may be asserted then without question that the spectacular character of the celebrations have seldom been paralleled in Hongkong before, and the only regret that can be expressed is that so few Chinese were permitted the chance of seeing the special features of the ceremonies.

IN STATUE SQUARE.
From an early hour this forenoon Statue Square was guarded and patrolled by the military and the police and entrance to the charmed circle could only be obtained by the possession of a ticket. The usually deserted square was crisscrossed with troops resplendent in their winter uniforms, while on all sides flags and banners fluttered in the breeze which came in gusts from the sea. Two grandstands had been erected within the square, one beside the shrouded figure of Her Majesty the Queen and the other alongside the statue of the Princess of Wales. These stands were carefully set apart for the *bon ton* of Hongkong, the first being kept as the special preserve of the alleged gentry of the Colony while the other was set apart for the shabby-genteel. The rag, tag and bobtail were allowed to kick up their heels half a mile away, or they might endanger their lives by clambering up to the roofs of the six or seven-storey office buildings which form one side of the square. As for the Chinese they were conspicuous by their absence; a fact that reflects little credit on those who had the duty of distributing the admission tickets. The fact of the matter is the entire arrangements bore the stamp of petty class jealousy and were admirably calculated to give rise to those feelings of envy, malice and uncharitableness against which we are specially supposed to guard.

TACTLESS ARRANGEMENTS.
Right away from the various entrances to the Square the general body of the public were hustled back as if they were so much dirt and had no right to be on the scene at all. Now and then a gorgeous lady accompanied by a top hat which did duty ten years ago, when the owner was a griffin, emerged from the biopoll and with that brand of hauteur described as *à la duclasse* sought her privileged seat on the gaily decorated stand which had been specially erected for her comfort and convenience. But even "my lady" had to be scrutinised by some functionaries before she was permitted to deposit her large and important person on the sacred bench—erected for those officially regarded as belonging to the *élite*. The sheep were separated from the goats to "speak, the first being allowed to mingle with the really and truly magnificent set. The second lot, that is to say the goats who were just on the verge of stepping into Society and could faintly see over the brink but no farther, were relegated to what some wild humorist had labelled the "public stand." The members of the Fourth Estate being neither fish, flesh nor good red herring found places for themselves as best they could. Candidly, it did seem absurd that the very people who would have most enjoyed the spectacle when the statues were being unveiled and the man of the Navy and Army were marching past. His Excellency the Governor should be the only people to be excluded from the exhibition—we refer to the Chinese. It showed a woeful want of tact and good feeling. It smacked of bureaucracy, of snobbery and jobbery, and was redolent with the scent of that class prejudice which on the occasion of the King's Birthday, if at no other time, should have been sedulously concealed. At all events, the favoured few, the guaranteed hall-marked crowd and the silver-plated variety comprised about half a dozen scores of *apollinaires* in this land of the free and the brave.

THE TROOPS.
Apart from that unfortunate official selection, the scene was strikingly picturesque and one might almost say brilliant. The hidden statues were surrounded by the Naval Brigade, detachments from the British and Indian regiments, and our own gallant fighting unit the Volunteers. The men of the native regiments looked a particularly fit and trim set of soldiers, their satty and curious uniforms lending colour and contrast to the spectacle. The Buffs' sent a smart, business-like company to represent that famous regiment, while the Artillery and Engineers were as firm-moulded and ready as ever. But for all that it was the Navy that carried off the honours, for somehow the heart always warms to the boys in blue, who are as much at home on land as they are at sea. The

13th Rajputs were stationed round the pedestal of Her Majesty the Queen's statue; the 10th Rajputs occupied the space between the statues of the King and the Prince of Wales; a company of the Buffs surrounded the statue of Queen Victoria, which by the way was not adorned by even a solitary Union Jack; two companies of the R. G. A. were drawn up at the entrance to the square; the Royal Engineers were stationed against the statue of the Princess of Wales, and the Hongkong Volunteers stood facing the Queen Victoria Jubilee Memorial.

AT THE STATUES.
Around the statues which were to be unveiled had been erected a sort of canopy, at the four sides of which stood sailors and marines, ready to raise the four Union Jacks when the cloud of canvas had been withdrawn by the Governor. We do not know exactly how many troops were on the ground, including the naval and marine detachments, but there must have been very nearly 1,500 altogether, and all of them in the pink of condition. The massed bands of all the regiments were placed under the command of the Buffs' Bandmaster and stood waiting the signal to strike up the National Anthem.

AWAITING THE GOVERNOR.
Many of the vulgar rabble, being prevented by reason of their social status and irrespective of their tax-paying capacity, were perched in the most impossible places. One of those dilapidated-looking rickety-shacks, which appeared to have been built of match-sticks and brown paper, was converted into a grand stand by the genius of some hare-brained loyalist who refused to bow to authority's mandate, and before very long the roof was thronged with equally daring sight-seers. How the ladies managed to climb up the poles at the risk of their lives we cannot tell. The adjoining buildings were in the possession of loyal and patriotic citizens who could be seen at every window, and those crowded out found a vantage ground on the lofty parapets away up in the sky. Amid all this pagant of beauty and gallantry, dense volumes of smoke were issuing from the dwarf chimney of one of those unsightly contraptions erected against the Law Courts, spreading their foul fumes on all alike without prejudice. For of course the gentle Hindoo, and the bellicose builder who inhabit these makeshift shacks must have their "chow," ceremony or no ceremony.

SOME OF THE SPECTATORS.
By 9.45 a.m. the grand stands were filled with ticket-holders awaiting the arrival of His Excellency the Governor and his entourage. The last of the band who formed the Coronation Committee of 1903 by whose exertions funds had been collected for that celebration sufficient to provide a statue to the present Queen after meeting all expenses in connection with that past and gone ceremonies stood in a group near the statue of Queen Alexandra. Of the 37 who originally comprised the Committee only 15 remained, some having gone to their long rest while others had left the Colony. The remnant, headed by the Hon. Mr. E. A. Hewitt, included the Hon. Sir Paul Chater, C.M.G., the Hon. Mr. E. Osborne, the Hon. Dr. Ho Kai, C.M.G., the Hon. Mr. Wei Yeh, C.M.G., Mr. J. R. M. Smith, Mr. H. N. Mody, Mr. F. J. Bodeley, and Mr. J. Barton.

THE OFFICIAL STAND.
Among the large and distinguished gathering of those on the official stand were the following:—His Excellency General Sir Joachim Machado, K.C.M.G., Bishop Dr. Foxon, the Hon. Mr. W. Rees Davies, Sir Francis, Lady, and the Misses May, Rev. Fr. P. de Maria, Capt. J. M. R. Norton; Capt. Almeida, Lieut. Comm. Salazar, Monsieu. Lieut. Plato Bisto, Messrs. Calders, de Amaral and de Heitor Araujo; H. M. F. M. Vasco da Gama; Colonel Foster, R.E., who is a visitor passing through the Colony; Capt. Mysing, Capt. Von Bredow, Lieut. Bachmann, H.I.G.M. *Jaquar*; Capt. Cunha Lima, H.M.F.M. *Reinhart*; Donna *Amalia*; Dr. and Mrs. E. Vossrich, Mr. Justice H. H. J. Gomperts, Mrs. and Miss Lyon, Mr. and Mrs. Von Weiser, Mr. and Mrs. Stuart Fuller, Capt. and Mrs. Lyons, Capt. Heathcote, Mrs. Blanchflower, the Hon. Mr. F. N. H. Jones, Mr. and Mrs. J. F. N. Mody, Messrs. R. A. Gubbay, D. S. Gubbay, R. Panton, E. A. Irving, P. E. J. Wodehouse, the Hon. Mr. Murray Stewart, Mr. and Mrs. Frank Maitland, Mr. H. P. White, Mr. and Mrs. J. H. Kemp, Hon. Mr. F. A. Hazledorn, Mr. and Mrs. E. Shellim, Mr. and Mrs. E. M. Hazledorn, Capt. Grenfell, Messrs. D. R. Law, A. G. M. Fletcher, M. S. Sassoon, the Hon. Mr. and Mrs. W. J. Gresson, Mr. and Mrs. C. McI. Messer, Messrs. E. T. Edkins, C. Pemberton, J. V. Vernon, H. P. Tiedemann, H. L. Denny, J. D. Stephens, A. Shelton Hooper and Miss Hooper, Sir Henry Berkeley, K.C., Messrs. G. H. Wakeman, J. F. Wright, R. M. Dyer, C. D. Wilkinson, Mr. and Mrs. H. W. Looker, Messrs. E. Pahner, Kamaji, Mr. and Mrs. Beal, Mr. and Mrs. A. J. David, Mr. and Mrs. Aravin, Mr. and Mrs. A. M. Esser, Messrs. C. Montague Ede, H. Plokey, E. Howard, T. Christian, A. Moir, A. Bryer, R. J. Asdup, H. M. H. Neumann, Sir Tak-lan, Leung Pak-chi, Lau Fung-chi,

Leung King-on, Liu Chu-pak, Ng Hoo-chi, Ho Kom-tong, Lo Cheung-ip, Chau Shiu-ki, Yeung Hin-poo, Wong Lu-tong, Chan Cheuk-fan, Wei Hoi-chow, Cheung Chi-kai, Tong Lai-chuen, Wong Kam-fuk, and Mok Man-cheung.

The officers commanding the various naval and military contingents were:—

Colonel W. Prior, commanding the 13th Rajputs, was in principal command, his staff officer being Lieut. G. B. St. P. Bunbury (13th Rajputs).

Royal Marines.—Capt. Fletcher, R.M.L.I., "The Buffs"—Capt. C. A. Worthington, senior officer.

10th Mahrattas.—Lieuts. Powell and N. G. Ford.

13th Rajputs.—Sobadar Arjun Singh.

Royal Engineers.—Capt. Addison.

Royal Garrison Artillery.—83rd Coy. Capt. Spicer; 86th Coy. Capt. Clapham.

Hongkong Signal Corps Battalion, Royal Garrison Artillery.—Capt. Beazley.

Hongkong Volunteer Corps.—Capt. W. A. Crake, Lieuts. J. I. Andrew and E. D. C. Wolfe.

THE GOVERNOR ARRIVES.
Almost on the stroke of ten o'clock, the buzz sounded shrilly, and half a dozen orders were rapped out by the officers of the troops on parade. Bayonets fixed and swords in the hand men and officers prepared for the coming of His Excellency Sir Frederick Lugard. A last hurried combing by way of Des Voeux Road, where he left his company of scarlet and crown-spangled chair-bearers. On entering the square, the massed bands sprang into life with the opening bars of "God Save the King." His Excellency who wore that famous pepper-and-salt outfit, which age cannot wither nor custom stale, and crowned by that white top-hat which thrives amazingly in this wonderful climate, was accompanied by His Excellency Major-General Broadwood, and Commodore Lyon, the former on his right and the latter on the other side. His suite included Capt. P. H. Mitchell-Taylor, A.D.C. and N. Hinson, private secretary, Major Hart-Sydney, D.S.O., Capt. Stewart, M. Bianci flower, R.N., Commodore's secretary, Lieut. Forsyth, R.N., and subaltern-major Ahmed Din of the Royal Garrison Artillery.

Without any formality, because none was necessary, the Governor, General Broadwood, Commodore Lyon and the Hon. Mr. K. A. Hewitt proceeded to the raised dais, which was erected opposite the statue of Queen Alexandra and the ceremony began when Mr. Hewitt, representing the Coronation Committee, related the history of the statue. It was almost impossible to hear a single word of Mr. Hewitt's speech and in consequence we can only give the gist of his remarks.

THE INTRODUCTORY SPEECH.
The Hon. Mr. E. A. Hewitt stated that the statue about to be unveiled was erected from money contributed to the Coronation Fund as a memorial to Queen Alexandra. So many years had passed since the committee was first formed that the original members had dwindled from 37 to 13 who were still in Hongkong. That explained the fact why many of those who had been his colleagues could not be present to receive His Excellency. Mr. Hewitt proceeded to detail the programme which was arranged for the Coronation celebrations some eight years ago. Special funds were raised, the appeal for subscriptions being generously responded to. Solemn services were held by the leading religious bodies in the Colony, telegrams were sent home, addresses were drawn up by the general community and the Chinese, the city was illuminated, the Chinese illuminations being most magnificent, the school-children were entertained to tea and so forth. As a memorial of the occasion a special medal was struck. At the end of the celebration it was found that the Committee had a substantial sum in hand and it was decided to spend it in the erection of a statue to Her Majesty Queen Alexandra. The order was given to Mr. George E. Wade and the result would shortly be disclosed. He expressed the hope that for many a long year the statue would remain not only as a memorial to the gracious lady it represented but also a token of the amity which existed between the various nationalities who combined to make up the cosmopolitan population of Hongkong. In conclusion, he asked His Excellency to accept as a souvenir of this occasion a replica of the Hongkong Coronation medal.—(Applause.)

HIS EXCELLENCY'S ADDRESS.
His Excellency—Mr. Hewitt, Ladies and Gentlemen.—The Chairman of the Coronation Committee has already recalled to your memory the circumstances connected with the origin of this beautiful Statue of our Gracious Queen. Its erection is an indication of the deep-seated loyalty of this Colony to our Sovereign, whose throne is the symbol of bond and unity between all parts of the British Empire. We pride ourselves here in Hongkong upon our loyalty and patriotism, and I doubt if any Crown Colony can rival this fine group of Statues—of our late revered Queen—of their Gracious Majesties who now reign over us—of their Royal Highnesses the Prince and Princess of Wales, who, at some future date, will be our King and Queen. As we wish long life to the King, so we desire that that date may be long deferred (Applause). It would be superfluous for me to say more than a very few words regarding Her Gracious Majesty the Queen. Admiration and love for her lie deep in the heart of every British subject. (Applause). During all the forty-six years that she has been among us, those feelings have ever grown deeper and stronger. We regard her as the most regally endowed Queen of Queens and as the type and example of all that is best in womanhood. Her devotion to the duties of her high station and the success and charm with which she has performed them as well as her never-failing sympathy with sorrow and suffering are known to us all. (Applause). You have erected this statue not only as an emblem of loyalty but as a mark of admiration and love of the noble lady who is our Most Gracious Sovereign. (Applause). It will give their Majesties, I am sure, special pleasure to learn that the statue was subscribed for not only by their loyal subjects in this Colony but by many who owe their allegiance to other

and friendly Sovereigns. They desired, no doubt, in this way, to express their admiration of our Queen, to testify to the benefits they have received under the King's Government in this Colony and to bear witness to the cordial relations which have existed between them and His Majesty's subjects in Hongkong. It will ever be a source of gratification to me that I have been asked to perform the ceremony of unveiling this statue to-day on the anniversary of His Majesty's birthday and the replica of the Coronation medal which the chairman has presented to me will be a valuable memento of the occasion. In the name of the subject here, I now unveil the statue and present it as a memorial for all time to the Colony of Hongkong. (Loud applause.)

THE STATUE UNVEILED.
Mr. Hewitt then hastily undid the fastenings which held in position the canopy covering the statue, and His Excellency with a touch, unveiled the fine presentation of Her Majesty Queen Alexandra, amid the ringing cheers of the assembled spectators.

The massed bands played the National Anthem and at a staccato note from Colonel Prior who directed the troops, the royal salute was presented. The orders ran along the lines and were carried with the precision of automata. After contemplating for a minute or two the delicate tracery of the Queen's statue, which really seems a fragile representation of Her Majesty in bronze.

His Excellency, accompanied by the members of his staff and suite and the Coronation Committee, walked to the other statue, that of the Princess of Wales, which was presented to the Colony by Mr. H. N. Mody. Entering the dais with Mr. Mody together with the distinguished be de of the navy and army in Hongkong, His Excellency prepared to unveil the shrouded figure.

THE PRINCESS.
Mr. H. N. Mody said:—Your Excellency, Ladies and Gentlemen.—It is with the greatest pleasure that I now call upon Your Excellency to unveil, and take over, for the community, the statue of Her Royal Highness the Princess of Wales. The embellishment of the very few open spaces we possess in this Colony is, I think, an object worthy of the attention of those who have the good fortune to be able to take a hand in doing so, nor can this object be better attained than by the erection of statues of those to whom we owe allegiance, devotion and love. It was therefore with the greatest pleasure that, on the opportunity being afforded me to do something in this line, I offered, subject to the sanction of His Majesty our King and to the consent of the Royal Personage immediately concerned, to present to the Colony the statue you are now about to unveil. His Majesty's sanction was readily granted and Her Royal Highness very graciously consented to give the necessary sittings to Mr. Wade, the sculptor selected, whose works of art are numerous and well known; and I am given to understand he has produced a very speaking likeness; which it is now my proud pleasure to present to this Colony. We may well be proud of the fact that we hold the honour of possessing the very first statue of our Gracious Princess that has as yet been erected, though one is always being prepared for India. Like our present Gracious Queen the Princess of Wales has always shown a keen interest in all works of mercy and charity. Look may she be spared to do so. With these few remarks I now ask your Excellency to unveil the statue. (Applause.)

THE UNVEILING.
His Excellency—Mr. Mody, Ladies and Gentlemen.—The addition of this statue of Her Royal Highness completes the group which forms our Royal Square and so around the building stands, which, I regret, will still for some time disfigure it, are removed, the square will form a worthy and dignified approach to the Colony from the sea. The Statue has been presented by Mr. H. N. Mody, who is ever ready to come forward to promote the welfare and add to the beauty and utility of the Colony.—(Applause)—in which he has spent the greater part of his life. In the name of the Colony, I thank him for his generous gift. (Applause). Of His Royal Highness, and of the Prince of Wales it may be said that no prospective King and Queen of England have ever travelled so largely, and seen so much of the British Empire as they have. It is significant of the increased importance with which the British Colonies are now regarded by the Mother-country, that Their Royal Highnesses should thus have made themselves personally familiar with the sister-nations, whose destinies are linked with those of the British Isles, and with the Colonies, which, like Hongkong, are so important to the trade and to the naval supremacy of Great Britain. We are also proud that our future Queen will be the first for many centuries to be British-born. May Their Majesties be vouchsafed by Providence long lives, so that in due course they may reign over a "United and Loyal and Patriotic Empire." (Applause). At the request of the generous donor, I now unveil the statue, and present it in his name to the Colony to which in so many ways he has been a benefactor. (Applause.)

For the second time His Excellency worked the oracle and the statue of the Princess of Wales was revealed, a fitting and worthy companion to that of the Prince on the opposite side of the square.
The bands crashed out the National Anthem, the troops gave the royal salute and the cannon roared out a triumphant accompaniment. It was all very inspiring and dramatic and the scene on the square which is ordinarily left to the custodianship of its silent guardians, in bronze was actually imposing. The cannon had been placed at the end of Statue Pier and their tremendous uproar formed a complete mental picture of the loyalty which is begotten in the British Isles.

THE MARCH PAST.
His Excellency, the Governor accompanied by his suite repaired to the steps of Queen Victoria's monument and there watched the march past of the troops gathered in the square.

His Excellency, the Governor accompanied by his suite repaired to the steps of Queen Victoria's monument and there watched the march past of the troops gathered in the square.

Since the "establishment" was first established I have expended irretrievably. We are too stupid to asseverate, although the fact is known, that it was through the efforts of the *Telegraph* and the degrading and repulsive conditions under which depressed as they may have been, have been obtained for the house.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

(1)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN	MAUSANGI	FRIDAY, 26th Nov., Noon.
SHANGHAI VIA SWATOW	KWONGSANGI	FRIDAY, 26th Nov., Noon.
MANILA	LUONGSANG	FRIDAY, 26th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ	NAMSANGI	MONDAY, 29th Nov., 3 P.M.
SHANGHAI	CHOYANGI	WEDNESDAY, 1st Dec., 4 P.M.
SINGAPORE	AMAR	WEDNESDAY, 1st Dec., 3 P.M.
MANILA	YUANSANG	FRIDAY, 3rd Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, 7th Dec., 3 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kwangsang*, *Choysang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days to Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have spacious accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Datu, Simporna, Tawau, Ussau, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

General Managers.

Tel. No. 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"OHRWAN"	28th Nov., Daylight.
NINGPO & SHANGHAI	"PAOTING"	28th " 4 P.M.
MANILA	"TAMING"	30th " 3 P.M.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"TAIYUAN"	30th " 4 P.M.
TIENSIN	"KUEICHOW"	30th " "
SHANGHAI	"ANHUI"	2nd Dec., "
HAIPHONG	"SINGAN"	3rd " 10 A.M.
SHANGHAI	"LINAN"	5th " Daylight.
MANILA	"TEAN"	7th " 3 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Chosen, Lintan, Chinkun), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

AGENTS.

Telephone No. 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
-----------	------	---------	-----	--------------

"UBI" 1540 R. W. Almond, MANILA SATURDAY, 27th Nov., at Noon.

"AFIRO" 2540 R. Rodger, " SATURDAY, 4th Dec., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Tel. No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Tel. No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Tel. No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBÉ, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. MANSU MARU 5,000 tons gross Sail 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 4th November, 1909

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TALOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, with no transshiping, also the shortest and fastest route from the Pacific Coast to C.I.C.A.G.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TALOMA VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,778	FRIDAY, 17th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI & SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 28th Dec., at 10 A.M.
ANPING & SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	FRIDAY, 26th Nov., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

Hongkong, 25th November, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
WARSILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"SADO MARU" Capt. S. Hirotschi, Tons 6500 "HIRANO MARU" Capt. H. Fraser, Tons 9000 "TANGO MARU" Capt. A. Christiansen, Tons 8000	WEDNESDAY, 8th Dec., at Daylight. WEDNESDAY, 22nd Dec., at Daylight. WEDNESDAY, 5th Jan., at Daylight.

VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBÉ, YOKOHAMA	"SHINANO MARU" Capt. K. Kiyama, Tons 6500 "AKI MARU" Capt. K. Sato, Tons 7000	TUESDAY, 7th Nov., at Noon. TUESDAY, 4th Jan., at Noon.
---	--	--

SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"NIKKO MARU" Capt. M. Vagi, Tons 6000 "KUMANO MARU" Capt. M. Winkler, Tons 6000	FRIDAY, 26th Nov., at Noon. FRIDAY, 24th Dec., at Noon.
---	--	--

SHANGHAI, MOJI AND KOBÉ	"TAKASAKI MARU" Capt. A. Mocker, Tons 5000	THURSDAY, 26th November, P.M.
-------------------------	--	-------------------------------

NAGASAKI, KOBÉ and YOKOHAMA	"MISHIMA MARU" Capt. A. E. Mores, Tons 9000 "YAWATA MARU" Capt. T. Sakine, Tons 5000	SATURDAY, 18th Dec., Daylight. WEDNESDAY, 22nd Dec., at Noon.
-----------------------------	---	--

KOBÉ and YOKOHAMA	"AWA MARU" Capt. A. Kellie, Tons 6500	SATURDAY, 11th Dec., at Daylight.
-------------------	---	-----------------------------------

BOMBAY, Via SINGAPORE AND COLOMBO	"MOYOBI MARU" Capt. J. C. Richards, Tons 4000	THURSDAY, 2nd December.
-----------------------------------	---	-------------------------

Fitted with new System of wireless telegraphy. Cargo only. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Queen's Road.

T. KUSUMOTO,

Manager.

Shipping—Steamer.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADMIRALTY, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 27th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,500 tons, from Colombo. Passengers' accommodation in this vessel is secured before departure from Hongkong.Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 8th January, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 13th November, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BRECONSHIRE,"

Captain Tomlinson, will be despatched as above on 26th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 1st November, 1909.

HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAMAYO" On 14th December, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 24th November, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRV,"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 8th October, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. BROWN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals 5.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West.

Hongkong, 24th April, 1909.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR,"

Capt. A. E. Gentles, will be despatched for the above Ports on SATURDAY, the 27th November, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Interport Cricket.

FOURTH DAY.

STRAITS V. HONGKONG.

[By Our Special Representative.]

25th November.

Play in the Interport Cricket Tournament was resumed this morning on the Cricket Ground in excellent weather and before the largest attendance of spectators that had yet been seen on the field—due no doubt to the fact of the day being a public holiday in honour of Mr. King Edward's birthday. Also many people who had attended the unveiling ceremony in Statue Square at ten o'clock dropped in at the Cricket Ground afterwards to watch the game. When play stopped on the previous evening, Hongkong were all out for 211 against 179 scored by the Straits in their first innings.

TODAY'S PLAY.

The Straits opened their second innings by sending out B. L. Eddis and N. Greiner. Eddis took the first over at the Naval Yard end from Bird. The first ball of the innings was blocked and the remainder of this over consisted of finely pitched deliveries off which Eddis failed to open the scoring. Capt. Baird took over the bowling at the other end and Greiner hit the third ball to short leg for a single. Eddis scored another single off a pull to square leg and Greiner sent the next ball to leg boundary for 4 and scored another single from a leg hit in this over. Greiner now faced Bird and was nearly caught at point by Maundrell, with the score standing 7-1-6.

Lieut. Clarke went out to the wicket next and took Bird's last ball carefully. Eddis took Bird's ensuing over, and cut the third volley to the boundary for 4. Off the last ball of the over he hit a single into mid-field where he was missed by Turner. Off Bird's next over Clarke had a long straight drive for a single and another off Bird's ensuing attack. When Clarke again faced Bird he cut the last ball to the boundary. Eddis had a fine drive for 2 off the first ball sent down against him, Oliver fielding the leather just on the boundary. This he followed up with a single bringing the score up to 20. Off Bird's next over Clarke made a single to leg. When Baird next assumed the attack, Eddis gave a chance to Bird at point but was missed. The subsequent volley was driven into the long field for one run. Clarke lived on the game up with a pull to the square-leg boundary for 4 off Bird's next over.

With the score standing at 30 Bagnall took over the bowling from Baird and opened with a couple of fast balls. His third went by and his fourth was driven by Eddis into the long field for 3. The last ball of the over was cut into the slips for a single. Off Bird's next attack Eddis (who had meanwhile changed his bat) failed to score and a maiden was recorded. Bagnall now sent down a very fast over against Clarke, who was unsuccessful in getting him away through the field. When bowling changed over, Eddis was nearly caught in the slip by Baird. Score—41-2-16.

Zehnder took up the bowling. In his place and took Bird's opening ball carefully. Only two balls had been sent down from Bird's end when "over" was called. Oliver took the bowling over from Bagnall and was cut into the slips for a single by Clarke. When Clarke took up his defence against Bird's attack he scored a boundary hit to leg. Off Oliver's next over Zehnder had a cut for a single. The second ball played by Oliver was returned softly into the bowler's hands and he retired with the score reading—47-3-17.

Hickley was the next man to go to the wicket. He played Oliver's opening deliveries carefully, but was unfortunate in being given out l.b.w. at the last ball of the over. The score now stood at 48-4-0, just as the saluting guns went at 12 o'clock.

R. M. McKenzie went in next and joined Zehnder, who had a nice low drive to the off in Bird's ensuing over. The rest of this essay was fruitless of runs. When Oliver again took the ball Zehnder pulled a loose ball round to square-leg for 2 and sent the subsequent ball in the same direction for a single. Ends were changed without further scoring. Off Bird's next over Zehnder had a fine drive to the Pavilion for 4, but he was smartly caught out by the bowler from the last ball of the over. Score—56-5-8.

V. Brown went out to partner McKenzie at the wicket and pulled his first ball to leg for one run. He then faced Oliver's bowling and played the first deliveries very carefully. The fourth ball he cut into the slips for a single. McKenzie played the last ball short. Brown was now facing Bird, whose second delivery he drove into the long field where he was badly missed by Edwards, who is usually a safe catch. A single run was taken off this hit and there was no further scoring to this over. In the next from Oliver's end, Brown had a cut for a single. McKenzie followed with a straight low drive, also for a single, and the next ball Brown deftly pulled round to square-leg for 2. When McKenzie again faced Bird he found the bowling hard to get away and a maiden resulted. Oliver's next over sent down against Brown was also a maiden. The second ball in Bird's subsequent over was strongly hit by McKenzie into the long field, where he was cleverly caught out by Edwards. Score—63-6-1.

Hubbuck now took up the batting and as he was suffering from lameness, he was accompanied to the wicket by Eddis as runner. The last ball of Bird's over he drove to the off for a couple of runs. Off the third ball of Oliver's next attack Bird had a fine hit to the long-off boundary for 4 followed by a single off the last ball. Off the first ball of the next over from Bird's end, however, he was caught in the slips by Garnett and retired with the score at 70-7-11.

Maundrell joined Hubbuck at the wicket but was unlucky in being caught behind by Baird off a skied ball after scoring a couple. Score—7-8-2.

Hubbuck went next to the wicket and took Oliver's next over, the last ball of which he

pulled to square-leg for 2. Hubbuck had a fine drive to the Grand Stand off Bird's ensuing over and also scored a single. When he faced Oliver again he made a short hit to the off for one run. Hubbuck followed this up with another single hit into the long field, and the last two balls of this over Hubbuck pulled round to the square leg boundary for 4 each. After a single off Bird in the next over, Hubbuck had a fine boundary hit to leg for 4 and another drive into the long field for 4 also, bringing the score up to the century.

At this stage Capt. Baird took over the bowling from Oliver at the Naval Yard end and with his first ball he clean bowled Hubbuck with a fast nicely pitched delivery. Score—100-9-3.

Cavendish was last man to go to the wicket and took the rest of Bird's over without scoring. When the bowling changed ends Hubbuck played on to his wicket off Bird and the Straits were thus all out for 100.

HONGKONG—SECOND INNINGS.

When play was resumed this afternoon after fifteen, the Hongkong second innings was opened by T. E. Pearce and A. C. E. Elborough with 69 runs to make for a win. Pearce took the opening over from Hennessey, bowling from the Naval Yard end, and cut him for a single off the second ball. The next was pulled to leg for 4 by Elborough. No further scoring was made off this over. At the other end, Clarke, the left-handed bowler, took up the attack, and his second was cut by Pearce for a single. His third was cut short into the slips by Elborough and his fourth delivery was driven to the off for one run. Elborough thus faced Hennessey on the next change of bowling. At the third delivery a leg bye was scored and to was put up on the telegraph board. Off the last ball of the over, Elborough made a single with a low straight drive. In the next over, Pearce cut Clarke cleverly into the slips for 2 and off the last ball made a single off a hit to the on. Hennessey's next attack was carefully taken by Pearce, who drove the third ball to cover-point for a single. Elborough did not score off the remaining two balls of this end. Pearce had a short hit for 1 off Clarke's next over, while Elborough pulled the same bowler to leg and drove him to the off for two. Hennessey sent down his next attack against Pearce who cut the second last ball of the over for a single and again took the bowling from the Pavilion end where McKenzie now relieved Clarke. Pearce was unsuccessful in getting the ball away for the first three deliveries, but the fourth he pulled round to square leg for 4 and followed up with a clean hit to cover for a single. The next ball which he took from Hennessey's end, Pearce hit to mid-on for one and Elborough added another single from a cut into the slips, well fielded by Hickley. Upon McKenzie taking up the bowling again, Elborough hit him to mid-off for one run and Pearce cut the next ball nicely to the boundary for 4, following up with 23 off hit for another single, bringing the score up to 30. He thus faced Hennessey in the next over and cut him into the slips for a single off the fourth ball. McKenzie's next over was a maiden taken by Pearce very carefully. Elborough pulled Hennessey to square leg for 2 in the ensuing over which was otherwise devoid of scoring. Off McKenzie's over following Pearce drove hard to the off for a single, which was smartly returned by Eddis. Elborough was a result being nearly run out. From Hennessey's next over Elborough had a single off a cut into the slips and as was put up on the scoring board. Off McKenzie's next end Elborough had a nice hit to leg behind for one run, and a series of singles followed, until Elborough cut Hennessey cleverly through the slips for 4, bringing the total score up to 50. On the bowling changing ends, Pearce scored a single off Hennessey and Elborough drove the same bowler to the long-off for a hard-run 3.

Clarke was now put on as bowler in place of Hennessey and was cut to the boundary for four by Pearce; but at the next ball this batsman was given out leg before and retired with the score standing 62-1-26.

W. C. D. Turner followed on at the wicket and made a single hit to mid-off from the second delivery which he took from Clarke's end. On the bowling changing ends, Turner had a nice drive off McKenzie into the long field for one run while Elborough cut the next ball into the slips for a single. When Clarke resumed the offensive, Elborough sent him into the slips for one run; off the next ball Green narrowly missed Turner at the wicket. The subsequent ball was finely driven to the off by Turner for 4, thus bringing the score up to 70 and winning the match by 7 runs and 7 wickets. The attainment of this figure was greeted with great acclamation by the spectators, and the players retired amid continued applause.

Of the three previous matches played between Hongkong and the Straits, the Southern team had won two and the Hongkong team one, so that honourous now rest even.

The detailed scores are as follows:—

STRAITS—SECOND INNINGS.

	O.	M.	R.	W.
N. Greiner, c Maundrell, b Bird	6			
B. L. Eddis, c Baird, b Bird	16			
Lieut. R. H. Clarke, c and b Oliver	17			
1. R. S. Zehnder, c and b Bird	8			
T. G. Hickley, l.b.w., b Oliver	0			
R. M. McKenzie, c Edwards, b Bird	1			
V. Brown, c Garnett, b Bird	11			
T. R. Hubbuck, b Bird	23			
S. C. A. Maundrell, c Baird, b Bird	2			
P. H. Hennessey, b Baird	3			
R. A. Cavendish, not out	0			
Extras	13			
Total	100			

BOWLING ANALYSIS.

	O.	M.	R.	W.
R. E. O. Bird	17.5	4	40	7
Capt. Baird	6	1	18	1
Lieut. Bagnall	9	1	23	0
R. E. H. Oliver	9	1	30	2

HONGKONG—SECOND INNINGS.

T. E. Pearce, l.b.w., b Clarke	46
A. C. E. Elborough, not out	30
W. C. D. Turner, not out	6
R. E. H. Oliver	
Capt. H. H. C. Bird	
Rev. W. H. Maundrell	
W. N. Edwards	
Capt. C. E. Garnett	
Lieut. H. W. Green	
Lieut. H. G. Bagnall	
R. E. O. Bird	
Extras	8
Total (for 1 wicket)	70

Declared closed.

BOWLING ANALYSIS.

	O.	M.	R.	W.
P. H. Hennessey	9		22	—
Lieut. Clarke	5		25.1	—
R. M. McKenzie	7	1	17	—

DINNER TO INTERPORT TEAMS.

On Saturday at 7.45 p.m. the visiting teams are being entertained by the Cricket Club to a farewell dinner in the Hongkong Hotel, but owing to limited space, it has been found impossible to ask all the members of the H.K.C.C. to join in the dinner; so a smoking concert has been arranged to commence at 9.30 p.m. in the large dining room, and it is hoped that as many members as can put an appearance will do so. No tickets will be required.

INTERPORT TENNIS.

After the finish of the cricket, Hongkong played off their tennis doubles with the Straits. The home pair were Capt. Dingley and Lieut. Whyte, while the Straits were represented by Messrs. A. D. Cox and E. N. Birco.

Capt. Barrett was referee and the line judges were—Lieut. Paktoe, Lieut. Clarke, and Mr. R. E. H. Oliver.

In the result the Straits won by 3 sets to love and 22 games to 12.

SHIPPING AND MAILS.

MAILS DUE
German (Goeben) 30th inst.
American (Nippon Maru) 1st prox.
Indian (Lalrang) 3rd prox.

The C. N. Co.'s s.s. *Annie* left Shanghai on 25th inst. and is due here on 28th inst.

The Bank Line s.s. *Kumata* left Shanghai on 24th inst. for Vancouver and Tacoma via Japanese ports.

Shipping.

Arrivals.

Chenau, Br. s.s., 1,500, Owen, 24th Nov.,—Shanghai 21st Nov., Gen.—B. & S.
Shibetsu Maru, Jap. s.s., 2,478, S. Atsumi, 24th Nov.,—Mojil 15th Nov., Coal.—O. S. K.
Michael Jensen, Ger. s.s., 951, J. Petersen, 24th Nov.,—Sourabaya-Pasuruan 13th Nov., Sugar.—J. & Co.
Prominent, Nor. s.s., 716, Christiansen, 24th Nov.,—Amoy 23rd Nov., Ballast.—Aagaard, Thoresen & Co.
Amara, Br. s.s., 1,356, Matlock, 24th Nov.,—Java 13th Nov., Sugar.—J. M. & Co.
Himalaya, Br. s.s., 3,700, E. Spicer, R.M.S., 25th Nov.,—Bombay 10th Nov. and Singapore 20th, Mails and Gen.—P. & O. S. N. Co.
Benmore, Br. s.s., 1,951, J. Henderson, 25th Nov.,—Singapore 18th Nov., Gen.—G. L. & Co.
Laetitia, Br. s.s., 1,340, H. G. D. Frampton, 25th Nov.,—Saigon 29th Oct., Gen.—Chinese.
Timahi, Dut. s.s., 2,477, J. N. Boumann, 25th Nov.,—Java and Macassar 16th Nov., Gen.—J. C. J. L.
Chowhai, Ger. s.s., 1,115, W. Möllerman, 25th Nov.,—Swatow 24th Nov., Rice.—M. & Co.
Standard, Nor. s.s., 805, A. B. Bull, 25th Nov.,—Chelou 19th Nov., Beans.—Aagaard, Thoresen & Co.
Kwongsang, Br. s.s., 1,418, W. P. Baker, 25th Nov.,—Canton 24th Nov., Gen.—J. M. & Co.
Carl Diederichsen, Ger. s.s., 774, J. Kayser, 25th Nov.,—Pakhoi 23rd Nov., Gen.—J. & Co.

Departures.

Sosaku Maru, for Swatow.
Omura Maru, for Hongkong.
Fukuro Maru, for Wakamatsu.
Mitsubishi Maru, for Moji.
Mitsubishi Maru, for Moji.
Chinshu, for Shanghai.
Chinshu, for Amoy.
Chinshu, for Bangkok.
Chinshu, for Palembang.
Chinshu, for Haiphong.
Chinshu, for Haiphong.

Passengers arrived.

Per <i>Laetitia</i> , from Saigon—600 Chinese.
Per <i>Timahi</i> , from Macassar—Mr. B. L. van Daele, Wets.
Per <i>Chenau</i> , from Shanghai—Mr. and Mrs. Dawson and son, Messrs. L. ell, Jones and Isbert.
Per <i>Himalaya</i> , from Hongkong from Bombay—Mr. E. Sulomate, and Mr. and Mrs. O. J. Treacher, from London—Miss Reynolds, Mrs. and Miss Edwards, Messrs. Quin, F. J. Leng and J. W. lay, from Marseilles—Mr. E. O. Murphy, from Penang—Mr. Feong Kwong Cheong, from Singapore—Mr. W. T. King, Lieut. D. W. D. Kum, Messrs. J. W. Down, T. J. Rusley, Rev. A. M. Cardozo, Miss O. Scuttergood, for Manila from Marseilles—Mr. W. Swann, for Shanghai from Bombay—Mr. S. B. Pates, Messrs V. and G. Hammer and Mrs. Anding, from London—Misses Sherwood, Clarke, Rev. F. Oley, Mrs. Kirkhope and child, Messrs. J. Finlayson, H. R. Maynard, F. F. Hu, F. T. Hersey, Miss Carnie, and Rev. and Mrs. Arnold Foster, from Marseilles—Mr. and Mrs. N. W. Burkill, children, nurse and governess, from Singapore—Mr. and Mrs. E. F. Bateman, Messrs. S. Levi, C. G. Kee, T. E. Han and child, Mr. and Mrs. C. G. King and native servant, from Colombo—Mr. E. Jacob, for Yokohama from Bombay—Miss H. Higginworth, from London—Mr. T. Harris, native servant, and Mr. T. Goddell, from Marseilles—Mr. T. Adair, Dr. and Mrs. S. H. Sanders, and Mr. C. Palsat, from Brindisi—Rev. M. Alois and T. Sauch, from Port Said—Mr. and Mrs. W. N. Mathew.

Shipping Reports.

Str. <i>Prominent</i> , from Amoy—Fine weather.
Str. <i>Shibetsu Maru</i> , from Moji—Fine weather.
Str. <i>Benmore</i> , from Singapore—Moderate monsoon.

Today's Advertisements.

PUBLIC AUCTION.
THE Undersigned have received instruction from W. D. GRAHAM, Esq., to sell by PUBLIC AUCTION, on FRIDAY, the 3rd December, 1909, at 2 P.M. within his residence, "Hayter," the Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE AND EFFECTS including a COTTAGE PIANO by E. Krauss, Stuttgart; ALSO An Assortment of OLD CHINESE CURIOS. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 25th November, 1909. [794]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMORE."

FROM MIDDLEBRO', ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., wharf and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th November, 1909. [795]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"HIMALAYA."

Captain L. E. Spicer, R.M.R., will leave for SHANGHAI TO-MORROW, the 26th inst., at 10 A.M.

For Freight or Passage, apply to E. A. HEWITT, Superintendent, Hongkong, 25th November, 1909. [796]

Intimations.

F. BLACKHEAD & Co.,

SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUNDS FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURE.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS' GENCINE COMPOSITION—RED-HAND BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR-SOOTER WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 25th Nov. 1909. [797]

Intimations.

TRY OUR CORNED BEEF and CORNED PORK.

THE DAIRY FARM CO., LIMITED.

Hongkong, 16th November, 1909. [780]

ASAHI BEER SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE.

No. 39, DES VOUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required. Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other 1st class shippers in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows: "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., 15th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

LEE YEE HAIR DRESSING SALOON.

HAI ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE, 13, D'ARVILLE STREET, HONGKONG, Hongkong, 25th November, 1909. [798]

DO NOT BE LED ASTRAY.

ENGLISH ALE IS THE BEST AND CHEAPEST, MOST REFRESHING, PURE AND NOURISHING.

Burton-on-Trent ALE and STOUT in Patent Jars of 1, 2, 3 and 5 Gallons.

A GALLON EQUALS TO 12 REPUTED PINTS.

\$1.25 per Gallon.

NOTE.—A small quantity can be drawn from the Jar from time to time, the contents keeping in good condition for about one week.

H. PRICE & CO., LD., WINE MERCHANTS, 12, Queen's Road, Telephone 135, Hongkong, 25th November, 1909. [799]

VESSELS IN PORT.

STEAMERS.

Amial Obry, Fr. s.s., 3,170, Privat, 23rd Nov.,—from Singapore, Gen.—M. M.
Anglin, Ger. s.s., 1,001, C. Kumpel, 15th Nov.,—Bangkok 7th Nov., Rice.—B. & S.
Aratoun Apar, Br. s.s., 2,931, A. Stewart, 21st Nov.,—Mojil 17th Nov., Coal and Gen.—D. S. & Co., Ltd.
Bourbon, Fr. s.s., 904, L. B. Bail, 13th Nov.,—Saigon 6th Nov., Rice.—Man Fat.
Bujun Maru, Jap. s.s., 1,304, F. Fuseno, 21st Nov.,—Swatow 20th Nov., Gen.—O. S. K.
China, Aust. s.s., 3,868, G. Bergguth, 24th Nov.,—Shanghai 20th Nov., Gen.—S. W. & Co.
Cowrie, Br. s.s., 3,157, Daniel, 23rd Nov.,—San Francisco 20th Oct., Bulk Oil.—A. P. & Co.
Daijin Maru, Jap. s.s. 900, Y. Kaburaki, 24th Nov.,—Swatow 23rd Nov., Tea and Gen.—O. S. K.
Daiya Maru, Jap. s.s., 1,735, Kobayashi, 20th Nov.,—Wakamatsu 15th Nov., Coal.—M. B. K.
Empress of India, Br. s.s., 3,032, E. Beetham, 19th Nov.,—Vancouver 21st Oct., and Shanghai 17th Nov., Mails and Gen.—O. P. R. Co.
Eskdale, Br. s.s., 1,916, G. W. Duff, 19th Nov.,—Mojil 12th Nov., Coal.—D. & Co., Ltd.
Hatching, Br. s.s., 1,267, W. O. Passmore, 24th Nov.,—Swatow 23rd Nov., Gen.—D. L. & Co.
Haide, Nor. s.s., 1,065, G. Solberg, 20th Nov.,—Bangkok 9th Nov., and Swatow 19th, Rice and Gen.—Aagaard, Thoresen & Co.
Korea, Am. s.s., 3,551, S. Sandberg, 22nd Nov.,—San Francisco via Ports 20th Oct., and Manila 19th Nov., Mails and Gen.—P. M. S. R. Co.
Lightning, Br. s.s., 1,122, A. E. Gentles, 22nd Nov.,—Calcutta via Penang and Singapore 14th Nov., Gen.—D. S. & Co., Ltd.
Loongsang, Br. s.s., 1,003, F. Wheeler, 22nd Nov.,—Manila 19th Nov., Hemp and Gen.—J. M. & Co.
Loosok, Ger. s.s., 1,020, P. Whitlock, 23rd Nov.,—Bangkok 10th Nov., and Anglin 12th, Rice and Wood.—B. & S.
Loyal, Canton s.s., 1,237, F. Naizins, 24th Nov.,—Canton 23rd Nov., Gen.—S. W. & Co.
Mausang, Br. s.s., 1,046, G. S. Walsall, 11th Nov.,—Sandakan 3rd Nov., Timber and Gen.—J. M. & Co.
Nikko Maru, Jap. s.s., 3,439, M. Yagi, 24th Nov.,—Yokohama 15th Nov., Gen.—N. Y. K.
Oscar II, Nor. s.s., 1,999, A. Kjos, 20th Nov.,—Palo Laut 8th Nov., Coal.—Wallem & Co.
Prinz Waldemar, Ger. s.s., 1,737, F. Iscke, 13th Nov.,—Sydney 21st Oct., Gen.—M. & Co.
Quinta, Br. s.s., 987, F. Frabm, 23rd Nov.,—Banjowangle 12th Nov., Sugar.—J. C. J. L.
Rajaburi, Ger. s.s., 1,189, H. Brewen, 23rd Nov.,—Bangkok 11th Nov., Rice and Wood.—B. & S.
Rajah, Ger. s.s., 2,100, H. O. Reber, 13th Nov.,—Rajang (Borneo) 5th Nov., Timber.—B. & S.
Rubi, Br. s.s., 1,619, R. W. Almond, 22nd Nov.,—Manila 20th Nov., Gen.—S. W. & Co.
Shinshu Maru, Jap. s.s., 2,450, S. Nishiyama, 20th Nov.,—Kantatu 14th Nov., Coal.—Ataka & Co.
Tainanfu, Chi. s.s., 1,460, Jullinsan, 7th Nov.,—Taichow 1st Nov., Salt.—Wallem & Co.
Tsintau, Ger. s.s., 1,002, Fr. Blucking, 23rd Nov.,—Bangkok via Swatow 9th Nov., Rice and Meal.—B. & S.
Y

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST CKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$15,000,000 \$250,000 }	\$2,001,819	Interim of £2 for account 1909 @ ex 1/9th = \$12.72	\$995 sales London £91.5
National Bank of China, Limited	99,925	7	6	{ £4,000 \$40,000 }	\$20,552	\$2 (London 3/6) for 1909	\$65 buyers
MARINE INSURANCE.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$15,000,000 \$250,000 }	none	\$10 for 1908	\$165 sales
North China Insurance Company, Limited	10,000	15	15	{ Tls. 150,000 Tls. 1,500,000 Tls. 250,000 }	Tls. 160,512	Interim of 7/6 for 1908	Tls. 106 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	{ £1,000,000 \$10,000,000 \$250,000 }	\$2,464,931	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	\$260 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$7,767	\$12 and bonus \$3 for 1907	\$230 sellers
FIRE.							
China Fire Insurance Company,	70,000	\$100	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$175,341	\$6 and bonus \$2 for 1907	\$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$68,711	\$27 for 1907	\$375 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$15	{ \$7,000 \$70,000 \$1,000 }	\$1,015	\$2 for 1906	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$1,000,000 \$250,000 }	Nil	\$2 1/2 for year ending 30.6.1908	\$35
Hongkong, Canton & Amoy Steamboat Co., Ltd	80,000	\$15	\$15	{ \$1,000,000 \$10,000,000 \$250,000 }	\$2,700	Interim of \$12 for account 1909	\$304 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	{ £1,000,000 \$10,000,000 \$250,000 }	\$13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154 Final of 2/- for 1908 and interim of 1/- for 1/6 1909 }	\$60 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	{ £1,000,000 \$10,000,000 \$250,000 }	\$61,817	{ \$1.00 for year ending 10.4.1909 \$0.50 }	66/6 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$50,000 \$500,000 \$250,000 }	\$1,121		\$26 sales \$34
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$350,000 \$3,500,000 \$250,000 }	\$1,508	\$5 for year ending 31.12.08	\$159 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	{ \$100,000 \$1,000,000 \$250,000 }	\$1,508	\$3 for 1897	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 Tls. 1,000,000 Tls. 250,000 }	Tls. 6,117	Tls. 3 1/2 for year ending 31.8.08	Tls. 160 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd	1,000,000	41	41	{ £1,000,000 \$10,000,000 \$250,000 }	\$1,121	Final of 1/- making 3/- for 1909	Tls. 191
Raub Australian Gold Mining Company, Limited	50,000	18/10	41	{ £4,000 \$40,000 \$250,000 }	\$1,121	No. 12 of 1/- = 48 cents	\$74 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	\$1.25 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd	60,000	\$55	\$50	{ \$500,000 \$5,000,000 \$250,000 }	\$1,121	None	\$64 sellers
Hongkong and Whampoa Dock Company, Ltd	50,000	\$5	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	Interim of \$1 1/2 for account 1909	\$53 sellers
Shanghai Dock and Engineering Co., Ltd	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	\$1,121	Final of Tls. 2 1/2 for year ending 30.4.09	Tls. 76 sellers
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 10	Tls. 100	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 123 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd	25,000	Tls. 10	Tls. 100	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 4,154	Tls. 6 for year ending 22.2.09	Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000,000 \$10,000,000 \$250,000 }	\$24,611	\$1.20 on old and 60 cents on first new issue	\$17 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$35 sales \$431 new b.
Hongkong Land Investment and Agency Co., Ltd	50,000	\$1	\$1	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	Interim of \$1 for account 1909	\$103 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	60 cents for 1908	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	\$1 1/2 for 1908	\$50 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	Interim of 1/2 for account 1909	\$44 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd	15,000	Tls. 50	Tls. 5	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 8,820	Tls. 5 for year ended 31.10.08	Tls. 145 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	50 cents for year ending 31.7.08	\$6 sales
International Cotton Manufacturing Company, Ltd	10,000	Tls. 75	Tls. 75	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 85
Lao-kung-mow Cotton Spinning and Weaving Co., Ltd	8,000	Tls. 100	Tls. 10	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 4,820	Tls. 4 for 1908	Tls. 104
Sey-Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 5.0	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 15,921	Tls. 5 for 1908	Tls. 435
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	15% per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	\$1.20 for 1908	\$121 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	50 cents for year ended 28.2.06	\$6 buyers
China Provident Loan & Mortgage Company, Ltd	125,000	\$1	\$1	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	80 cents for 1908	\$91 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	\$1.10 for year ending 31.7.09	\$161 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	Interim of 35 cents for account 1909	\$74 sales
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	8 cents for year ending 31.12.08	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	\$1 and bonus 20 cts. for year ending 29.2.09	\$104 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	Interim of \$1 for account 1909	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd	60,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	Interim of \$1 for account 1909	\$13 sellers
Maatschappij tot Exploitatie van Landbouwen- plaatjes in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 316,682	{ Third quarterly of Tls. 1 1/4 for account 1909 80 cents fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09 }	Tls. 707 sales
Peak Tramways Company (new)	25,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	None	\$131
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	None	\$91 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 1,000,000 Tls. 10,000,000 Tls. 250,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	Tls. 112 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	None	\$24 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	40 cents for year ending 31.5.09	\$12
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	60 cents for year ending 31.3.09	\$10 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	60 cents per ord. share for year ending 31.5.09	\$124 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	Final of 30 cents for 1908	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,121	Final of 30 cts. making 80 cts. for 1908 1 year ended 30th June, 1906	\$3 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	Interim of 12 1/2 % for account 1909	14 1/2 buyers
Balgownie Rubber Estate, Limited	20,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	30 % interim for 1909	\$67 buyers
Catfield Rubber Estate, Limited	32,850	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,105	2/6 for 1909	\$57 buyers
Damansara (Selangor) Rubber Co.	110,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Golconda Malay Rubber Co.	80,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	\$2,220	None	\$57 buyers
Highland & Lowland Para Rubber Co. (fully paid)	18,454	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Kamuning (Perak) Rubber Tin & Co.	100,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	\$8,784	7 1/2 % interim for 1909	\$66
Kuala Lumpur Rubber Co., Limited	105,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Lat Pau Plantations, Limited (ordinary)	900,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Lat Pau Plantations, Limited (7% pref.)	10,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Regalia Rubber Company, Limited (ordinary)	22,500	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Regalia Rubber Company, Limited (8% pref.)	2,500	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Sagga Rubber Company, Limited	20,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Sandycroft Rubber Company	10,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Selangor Rubber Company, Limited	80,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	\$1,275	Interim of 30 % for 1909	\$57 buyers
Shiford Rubber Estate Limited	65,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Singapore & Johore Rubber Company, Limited	2,500	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Singai Choh Rubber Estate Company, Limited	45,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers
Singai Kapar Rubber Company	120,000	2/	2/	{ \$1,000,000 \$10,000,000 \$250,000 }	none	None	\$57 buyers

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £3,000,000



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vегueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.

LAST FEW NIGHTS! LAST FEW NIGHTS!!

THE HIPPODROME CIRCUS
AND MENAGERIE.

ENORMOUS SUCCESS

THE CARPIE BROS
IN THE CHINESE LAUNDRY.

MISS VIRGINIA and THE BELLES.

EVERY EVENING AT 8 O'CLOCK CAUSEWAY BAY.

Last Matinee Saturday, at 4 p.m.

K. BYSACK, Proprietor.

Hongkong, 24th November, 1909.

1768

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

358

REMINGTON
TYPEWRITERS
WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, 1st August, 1909.

1666

VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, over-work, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incident to the brain and nerve system. It is a powerful tonic, invigorating, and refreshing, and is especially adapted for the treatment of all cases of nervous debility, including the following: general and local weakness, general and local paralysis, neuritis, neuralgia, sciatica, rheumatism, muscular atrophy, muscular wasting, general and local tremor, vertigo, dizziness, headache, insomnia, nervous prostration, nervous exhaustion, nervous depression, nervous irritability, nervous hyperaesthesia, nervous indigestion, nervous dyspepsia, nervous constipation, nervous diarrhoea, nervous catarrh, nervous hemorrhage, nervous leucorrhoea, nervous menorrhagia, nervous amenorrhoea, nervous dysmenorrhoea, nervous metrorrhagia, nervous leukorrhoea, nervous gonorrhoea, nervous syphilis, nervous chancre, nervous cancer, nervous melanoma, nervous sarcoma, nervous carcinoma, nervous lymphoma, nervous myeloma, nervous osteoma, nervous fibroma, nervous lipoma, nervous xanthoma, nervous angioma, nervous hemangioma, nervous lymphangioma, nervous neurinoma, nervous neurofibroma, nervous neurosarcoma, nervous neurocarcinoma, nervous neurolymphoma, nervous neuromyeloma, nervous neuroosteoma, nervous neurofibroma, nervous neurolipoma, nervous neuroxanthoma, nervous neuroangioma, nervous neurohemangioma, nervous neuro